CAR DEVELOPMENT HELPS ROAD WORK

The automobile, which history presents as the famer of the railway locomotive, was legislated off the roads of England in 1830. Its wheels were breaking down the highways.

The situation is qutte different today. Its wheels are building up the highways—making hard roads of the type that will endure for many generations.

The passenger car came and the farmer desired good roads as an aid in breaking down his social isolation. Finally, now that the freight truck and the express truck are coming into their own, the farmer, the business man and the ultimate consumer are demanding good roads in many sections of the country, as a means of breaking down the last ecenomic transportation barrier between producer and consumer.

Incidentally, it may be interesting to know that the reason the automobile with its steam engine, outlawed in 1830, was able to come back upon the highways with a gasoline engine three-quarters of a century later was that a process had been discovered by which rubber could be vulcanized. This means a layer of protection for both between wheel rim and built-up highway.

The development of the giant pneumatic cord tire and its use by motor express and frenght operators, who want it because it means a quicker trip and more protection to the goods hauled, has taken away the last possibility that the motor vehicle will injure the road more than does any other means of road transportation.

It was the army's experience in France that caused the American people to awaken to the possibilities of motor transportation combined with good roads. It was only because of the splendid web-work of hard roads in France that the fighting army of America was fed by a wonderfully efficient system. These improved roads gove teh big army trucks an avenue of approach.

Meanwhile, in America the railroads found themselves very much overworked. The trucks came to the rescue here as they had on the battle front. They relieved the railroads by carrying freight long distances in those sections of the country where there was need and stretches of good highway could be connected up. Because speed was highly essential and demand required even the gleanings of production they also acted as feeders of the railroads.

oo

GOOD ADVICE GIVEN AUTOMOBILE DRIVERS

The bulletins of the Halifax Automobile association, Halifax, N. S., contain some very good safety first advice under the caption: "Safety First and Always." It follows:

Drive as if every other driver was a born idiot.

Drive as if all children and most pedestrians were bent on suicide beneath your wheels.

Drive as if every hill had a chasm at the bottom.

Drive as if every curve was a highwayman, a Bengal tiger and a stone wall.

Examine your car before you start, not after you stop—and you won't have accidents.

oo

GOOD ROADS HELP HEALTH OF COUNTRY

That good roads are of vital importance to the health of a community and particularly to those who live in rural communities, is shown in interesting fashion in an article which appeared recently in Modern Medicine.

It is pointed out by the writer that there are fewer doctors, fewer nurses and practically no hospital facilities in the rural districts. In some communities, even in older states, there is only one physician to 1500 people.

The reason is found in the fact that lack of means of getting around presents a hardship which most young doctors do not care to face when urban practice is at hand. With better roads and highway transportation facilities this will be overcome, and the authority who writes the article says that as soon as better highways become general the tendency will be toward rural rather than urban practice.

oo

SLIGHT MISSING.

If the truck engine misses slightly in cold weather no adjustments to the carbureter should be attempted until the motor has had a chance to warm up. An air control rod is usually provided, and this can be used to advantage in supplying rich mixture until the engine gets warm.

oo

SAID THE TRAFFIC COP.

"Yes, of course it's all a nuisance,
Traffic rules are pests, I know;
I'd be glad, if I were captain,
Just to wink and let you go.
But I'm not—I'm just a hireling
With my weary round to trudge.
I'ts all right with men—but, brother—
Better go and see the judge."

"How's that, madam? Ain't it awful?
You just drove your car downtown,
Then dropped in to buy a bonnet
And a simple little gown?
In the store just twenty minutes?
Ain't time awful in its flight?
See the judge tomorrow morning;
Nice young fellow—he's all right."

"Oh, your watch stopped? Ain't that madd'ning?
Mine stopped, too, the other day.
Nearly made me late to rollcall;
Guess I'll give the thing away.
Tell the judge just how it happened;
Judge is nice—he'll understand.
Tell him you were three hours over—
Blame it on the minute hand."

"Wife forgot to telephone you
Where she'd parked the car?—well, say,
Ain't that like forgetful women?
Don't they do things just that way?
Well, let's see, how can we fix it?
Say, I'll tell you what to do—
See the judge tomorrow morning;
He won't do a thing to you."

—William Herschell in Spokesman-Review, Spokane, Wash.

oo

To preserve solid truck tires do not apply the brakes suddenly and harshly, nor make sudden stops. Oil must never be allowed to get on the tires, as oil is the greatest enemy that rubber has. If the truck is to stand idle for a considerable period, it should be raised off the floor on jacks.

THERON JONES IS CALLED TO FILL A MISSION

The many friends of Theron Jones will be pleased to hear of his call to fill a mission to the southern states. He has been attending the Weber Normal college and will be remembered as a star basketball player on their team and recognized as all-state high school center throughout the state. In his honor a musical and dancing party will be given in the Fifth ward Friday, November 14, where his associates will greet him before his departure to the sunny south.

oo

ELECTRICAL ENGINEERS TO HEAR WIRELESS EXPERT

Next Monday night a meeting of the electrical engineers of the state, as well as others interested in wireless telegraphy, will be held at the Salt Lake Commercial club, at 8 p. m. The purpose of the meeting is to hear Mr. T. B. Jewett, chief engineer of the Western Electric company.

During the war Mr. Jewett was in the government service and his work was connected with submarine detection and wireless telegraphy. He is an exceptionally good speaker, and the electrical engineers have been assured that an exceptionally interesting talk will be given. Lantern slides will be used in connection with the discussion.

oo

MAKE YOUR OWN CHEESE.

For the farmer properly equipped, cheese making is a profitable business. The extension division of the Utah Agricultural college has authorized the publication of the following instructions which reduce the process to a simple undertaking: For cheese making, provide the following materials: two circular tubs—No. 1 and No. 3, one hoop—a colander will do, a bandage—cheese cloth may be used, rennet tablets, No. 2 size; some cheese color, table salt, a set of curd knives—not necessary but very helpful, a strainer—cheese cloth is good enough, a thermometer—very essential. Several companies will sell a complete outfit for making cheese on the farm, including vat, press, rennet, color, bandage, press, curd knives and hoop for $15 to $20. If anyone is planning to make cheese regularly, it would pay well to buy one of these outfits.

The milk must be good. Cool the night's milk as soon as milked by setting it in cold water. When ready the next morning to make cheese strain the night's milk through a cloth strainer into the morning's milk, so that the cream will be thoroughly mixed. The cream may be removed, but this will impair the quality of the cheese. Milk that tastes sweet is often too near sour to make good cheese. For this reason make the cheese right after breakfast.

After the milk is mixed thoroughly, set the large tub on the stove, place two strips of board in the bottom of it, and set the small tub inside the larger one, placing it squarely on the strips of board. Now fill the small tub with milk, taking care not to fill it too full to move easily. Next, pour enough water into the large tub to come well up around the one containing the milk. The purpose of this arrangement is to provide a method of heating the cheese that is easy to control. This is very important.

Heat the milk to 90 degrees, stirring it frequently, then perform the following operations in the order given:

Without disturbing the arrangement of the bus, slide them back off the stove, so that the milk can be kept at 90 degrees, without change.

Add a few drops of color, or none at all.

Add one No. 2 rennet tablet dissolved in a pint of cold water. A No. 2 rennet tablet will be right for 5 gallons of milk and a No. 1 for 10 gallons. A No. 1 tablet is the size of a quarter, and a No. 2 is the size of a nickle. The tablet must be thoroughly dissolved in a pint of cold water before adding to the milk.

As soon as the rennet is added, stir the milk thoroughly for about one minute, then let it stand without being moved for 30 minutes. After 30 minutes have elapsed, the milk is "set" and the curd is much like good jelly. The curd is then cut into little cubes about ⅜ of an inch square, if a curd knife is used. If a curd knife is not available, it must be broken up by stirring. Two smooth pieces of board nailed together to form a "T" is as good as any device for this purpose. Stir gently for 5 minutes, then slide the apparatus back on the stove so that the temperature of the cheese will be raised about 1 degree in every 3 minutes. Do not heat faster than this or the whey cannot be properly expelled from the curd, which causes poor cheese. Stir frequently enough to prevent the curd from matting on the bottom of tub.

As soon as the temperature reaches 108 degrees, slide the apparatus back off the stove so this temperature can be maintained for 45 to 60 minutes, or until the curd is so hard that it "squaks" between the teeth like rubber.

At this stage the whey must be dipped off. This may be done by dipping the whey out with dipper, pouring it through a strainer to catch the curd.

The whey off, there is no further need of the large tub, so this is removed, the curd put back into the smaller one and stirred until all the whey that will run from it is drained off. Do not let the curd matt. The handling of the curd at this point can be greatly facilitated by putting it on a piece of cheese cloth stretched over a light frame that will set on top of the tub. This arrangement keeps the curd from lying in the whey that drains from it and prevents more thorough drainage.

The temperature of the curd should now be 85 degrees, and this temperature is maintained until the curd is put into the press.

In about 15 minutes' time add 4 ounces of salt to each ten pounds of curd. Eight tablespoons of salt will equal about four ounces. Work the salt in thoroughly and have it well dissolved before putting the curd into the hoop. Ten minutes should be ample time to accomplish it.

The curd salted, it is ready for the hoop. The hoop, which should be made for the purpose—but which may consist of a colander or a wooden box with a removable perforated top or bottom—should be lined with bandage made of cheese cloth. After fixing the bandages, put the curd into the hoop, then put a piece of muslin over the curd. Next put on the "follower," which is an inch board so cut that it fits snugly into the hoop; then put a good heavy weight on the "follower". If care is not used the weight may not press evenly on the follower which will deform the cheese. After an hour's time take the weight off, trim the rough edges off the cheese, fray the edge of the bandage so that it will leave the top of the cheese neat, then put the follower and weight back on the cheese. The cheese should remain in the "press" until next day when it is removed from the hoop and set away to "cure."

oo

LITTLE BENNY'S Note Book

By LEE PAPE

My cuzzin Artie was erround yestiday, and there was half a glass of peetch jam on the dresser in the kitchin, and ma sed me and Artie could finish it, saying it the 3rd time I asked her.

Wich we did, the jam being sticky as enything but not too sticky, on account of that being impossible, and Artie went home for suppir and I was reeding The Boy Scout in the Trentches, up in the setting room wen I herd pop come home, opening the frunt door and saying, For the love of mud wats all this over the door nob? —I never saw sutch a house in my life and im lucky I havent.

And he hung up his hat and pritty soon ma called us for suppir and pop came in the dining room, saying, Confound it, heers some more of that blasted gloo on this door nob, wat the doose is it, enyway—Benny, do you know enything about this?

Who, me? I sed, and pop sed, No, the boy down the street. Meening yes, me, and I sed, Ma left me and Artie finish a half of a glass of peetch jam this aftirnoon, and maybe Artie got some of his on things.

O, I see, maybe Artie did, heh, very clever, very clever, sed pop. And he started to set down and stopped, saying, This is the limit, this is too mutch. its all over the seet of my chair—mother, wat on erth ever pizzessed you to go and give those 2 Indians a buckit of jam?

Nonsents, I dont bleeve there was more than a few spoonfuls there, sed ma.

A few barrilsfull, you meen, I never saw so mutch jam in sutch a short space of time in my life, sed pop. And ma cleened it off of the chair and pop sat down and ate his suppir looking as if he was still thinking of jam, and after suppir he got some more on his hand off the settin room door nob, saying, This is the last straw, Im going to do sumthing about this, and I sed, Artie allways gets things on things.

Artie be hanged, if I toutch another jam trap youll martch strate up to bed, sed pop.

Wich jest then he toutched another one on the arm of his morris chair

oo

Rippling Rhymes

By WALT MASON.

CHARITY.

With charity for all I walk the village street; I see a duffer fall, and lift him to his feet. I dry the widow's tears, and still the orphan's sighs; and when a bum appears, I feed him pumpkin pies. With charity on file, my failings do not count; my soul may harbor guile in fabulous amount; but charity's a cloak that covers all my sins, and so through town I poke, and meet with friendly grins. With charity for all I go my modest way, and strive not to recall ill tales of yesterday; the rumors foul and dire that smirch a fellow's name, and drag through muck and mire some once unspotted fame. I struggle to forget the libels doubly base which make the victim sweat in anguish and disgrace. With charity I greet the fellows who have failed, and all whose futile feet have to demnition trailed. I'm not so snowy white that I can sit on high, and hand out words that blight, to any erring guy. If charity is mine, I may have countless faults, but my white soul will shine, when through the Gates I waltz.

oo

THE LONE TREE.

All summer long it stood out there—
A stripling tree, ill-shaped and poor.
The field that mothered it seemed bare
As any wide-swept Scottish moor.
I saw it first one sunny day
As I was passing in a train
And something in me seemed to say:
"There stands a tree which grows in vain."

Behind it were the distant hills
On which were ranged maestic trees.
"Surely," thought I, 'this weakling fills
No place in nature's harmonies.
This is an outcast from its clan,
Deserted by its fellow-kind
Of little use to God or man,"
And then I dropped it out of mind.

Then came a day in autumn, when
The woods with gold seemed all ablaze.
I passed along that way again
And turned upon the scene to gaze.
There stood the outcast, garbed in red,
Blending its scarlet with the green
And brown and purple, richly spread—
No longer poor and gaunt and mean.

It seemed as if some Master Hand
Had rightly placed that lonely tree
Upon that stretch of barren land
Exactly where it ought to be.
The landscape with its splendors, bare,
An incompleted work had been
Without that stripling standing there
To splash its scarlet on the scene

Who knows, when life's great tasks are done,
But what the outcasts, mean and base,
Shall, in the scenes we look upon,
Find that they also fill a place?
Perhaps as lonely trees they stand,
Seemingly lost to God and man,
Yet spending their days on barren land
To serve the beauty of His Plan.